

[Translation]

Special Central Assistance to Bihar

1017. SHRI LALIT ORAON : Will the Minister of WELFARE be pleased to state :

(a) whether the Union Government released a sum of rupees 1748.70 lakhs only in 1994-95 and Rs. 274.22 lakhs only in 1995-96 to Bihar as against the sum of Rs. 3497.39 lakhs released to it in 1993-94 under the head 'Special Central Assistance including the Additional Special Central Assistance; and

(b) if so, the reasons for reducing the said assistance therefor?

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : (a) Yes, Sir.

(b) The reason for release of lesser amount to Bihar under the head "Special Central Assistance" in 1994-95 and 1995-96 is due to non-submission of utilisation certificates by Bihar Government in respect of funds released under the said head during 1993-94 and 1994-95. The Government of Bihar did not furnish utilisation certificate for the amount released to it during 1993-94, and for 1994-95, it has furnished utilisation certificate for Rs. 274.22 lakhs only out of the funds Rs. 1748.70 lakhs released to it.

[English]

Industrial Tribunal for Indian Airlines and Air India

1018. SHRI K. PRADHANI : Will the Minister of LABOUR be pleased to state :

(a) whether the Government have appointed the National Industrial Tribunal for Indian Airlines and Air India;

(b) if so, the details thereof;

(c) the issues under the consideration of the Tribunal; and

(d) the time by which these issues are likely to be finalised?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : (a) Yes, Sir.

(b) to (d) A statement is attached

STATEMENT

The Central Government had constituted the National Industrial Tribunal in exercise of the powers conferred by Section 7B of the Industrial Disputes Act, 1947 (14 of 1947) with headquarters at Bombay. The following three industrial disputes pertaining to India Airlines/Air India were referred to the said National Tribunal on 7.12.90, 2.4.93 and 19.10.93 respectively for adjudication.

1. The dispute referred for adjudication on 7.12.90.

Terms of Reference

- (i) In view of the MOU dated 26.2.1989 signed between the management and the All India Aircraft Engineers' Association, whether the new demands of the employees now raised in respect of matters covered by the MOU dated 26.2.1989 signed between management of Indian Airlines and All India Aircraft Engineers' Association are legal and justified?
- (ii) If the answer to (i) is in the affirmative, whether the demands of Aircraft Engineers claiming relativity/parity with Aircraft Engineers of Air India is justified and if so, to what extent and from what date should relief be applicable?
- (iii) In view of the MOU dated 16.12.1988 signed between the management and the IFEA, whether the Demand now raised by the Association in respect of matters covered by the MOU dated 16.12.1988 signed between the management of IA and the IFEA is legal and justified?
- (iv) If the answer to (iii) is in the affirmative, whether the demand of the Flight Engineers claiming compensation for computing Delta DGT, Delta N-2 Delta Oil Pressure and Delta Fuel Flow, is justified and if so, to what extent and from what date should the relief be applicable?
- (v) Whether there should be relativity/parity in the matter of wage structure between Indian Airlines and Air India with regard to comparable categories of workmen performing similar functions and if so, to what extent?
- (vi) Whether there should be any relativity in the matter of wage structure between various categories of workmen within IA and AI? If so, how the relativity is to be determined and to what extent?
- (vii) What allowance, benefits and other service conditions would be relevant for the purpose of deciding the relativity/parity as between the employees of Indian Airlines and Air India as well as between various categories of employees within Indian Airlines and Air India?
- (viii) What are the categories of employees in IA an IA who should be treated as workmen and non-workmen depending upon the nature of duties, wage structure and other privileges, perquisites and benefits applicable to the said employees?
- (ix) In view of the prevailing situation and the wage structure within the two airlines and between the two airlines and in order to avoid conflicts on interpretation of the above issues

as settled by the Tribunal, the Tribunal is also required to make the award relating to the following aspects of the terms and conditions of the employees of AI and IA for the period 1.9.90 onwards for a period of 5 years:

- (a) Revised Pay scales and fixation of pay in the revised scales.
- (b) Compensatory and other allowances, excluding Dearness Allowance.
- (c) Hours of work.
- (d) Shift working otherwise than in accordance with standing orders.
- (e) Classification by grades.
- (f) Rationalisation.

2. Dispute referred for adjudication on 2.4.1993

Terms of Reference

Whether the Indian Flight Engineers' Association (IFEA) is justified in demanding :

- (a) a second flight engineer on long-haul flights exceeding 9 (nine) hours that are operated with an additional commander;
- (b) Compensation based on their claim for integration of Cockpit crew of Air India Boeing 747 and Air Bus 300 aircrafts; and
- (c) provision of full wing on their uniform instead of half wing as at present;

If so, to what relief the workmen are entitled to?

3. Industrial dispute referred for adjudication on 19.10.1993

Terms of Reference

"Whether the demand of the Air-India Cabin Crew Association for payment of any allowance or suitable monetary compensation for operating non-stop flights on India/UK Sector is justified? If so, to what relief are workmen entitled?"

In respect of the industrial dispute referred for adjudication on 2.4.1993, the National Tribunal gave an award on 27.7.1994 in respect of parts (a) and (c) of the terms of reference. The award has already been published in the Gazette on 1-10-1994. Awards in respect of other issues are still pending.

As the matter is subjudice, it is not possible to indicate a time frame by which the issues are likely to be finalised.

[Translation]

Satyajeet Ray Film Institute

1019. SHRI P.R. DASMUNSI : Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the progress of Satyajeet Ray Film Institute at Calcutta, West Bengal;

(b) the actual programme of the Institute;

(c) whether the Government propose to modernise this institute; and

(d) if so, the details thereof and the funds earmarked for this purpose?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). The project for setting up of Satyajit Ray Film & Television Institute (SRFTI) at Calcutta was approved in September, 1992. The civil works of the project are in progress and are likely to be completed by the end of 1996-97. The institute would initially start diploma courses in four disciplines, namely, Direction, Motion Picture Photography, Editing and Sounds Recording from the academic session beginning from 2.9.1996. The remaining courses in five more disciplines, namely, Acting, Art Direction, Computer Graphics & Animation, Systems Engineering & Maintenance and Make-Up would be started as and when all the civil works have been completed and the necessary training infrastructure provided.

(c) and (d). The modernisation of an institute is a continuous process and is carried out depending upon its requirements and subject to availability of funds.

[English]

Commissioning of High Power TV Transmitters

1020. COL. SONA RAM CHOUDHARY : Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(b) whether the High Power TV transmitters in Chohtan, district Barmer and Ramgarh, district Jaisalmer in Rajasthan has been completed, and

(b) if so, the time by which these transmitters are likely to be made operational?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). The High Power TV transmitters at Ramgarh in Jaisalmer (10KW) and Chohtan in Barmer (1KW interim set up with temporary tower) are technically ready and would be commissioned as soon as staff sanctions for the projects are received.

Steps to Boost Revenue

1021. SHRI SURESH KALMADI : Will the Minister of CIVIL AVIATION be pleased to state

(a) whether the Government have asked Air India to take adequate steps with a view to boosting revenue; and

(b) if so, the details of the guidelines issued in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). To improve its financial